

AGENDA
BOARD OF SELECTMEN
October 20, 2009
7:00 p.m.
Town Building

Public Input

Chairman's Comments

Town Administrator's Report

Meeting Minutes

Visitors

- 7:15 p.m. Stow Energy Group 350.org ride to Concord, Oct 24 – Marie Guiles
- 7:20 p.m. Flu update – Health Agent Jack Wallace
- 7:25 p.m.
 - 1) Approval of borrowing for elementary school planning, Community Park construction, and renewal of fire truck BAN – Pam Landry, Treasurer-Collector
 - 2) Approval of November election ballot – Linda Hathaway, Town Clerk
- 7:30 p.m. Assabet River Water Quality Study – Barbara Blumeris, Army Corp of Engineers
- 8:15 p.m. MAPC bike rack purchase grant – Ross Perry

Action/Discussion

- Town Meeting review and discussion
- Political banners and signs on municipal property
- Report on 10/17 Community Park tour
- License fees for 2010

Liaison Reports, if any

Correspondence

Adjournment

Posted 10/16/09

Correspondence

Town:

Resident email on political banner over Great Road, rec'd 10/7
Abutter notification of ESBC Resource Area Delineation application, rec'd 10/9
Memo on Helen Castles appointment as Conservation Commission Associate member, rec'd 10/9
MART Advisory Board agenda for 10/20, rec'd 10/9
Letter of interest in Council on Aging vacancy, rec'd 10/12
Confirmation of Rail Trail easement reimbursement to CPA fund, rec'd 10/12
Executive Summary of Assabet River study, rec'd 10/13
Building Permit Report for September, rec'd 10/13
Resident on political banner over Great Road, rec'd 10/13
Town of Lancaster request for wage and salary info, rec'd 10/14

General:

MERC report "2009 Economic Indicators for 495/MetroWest Corridor," rec'd 10/2
Mass Recovery Update newsletters, rec'd 10/9, 10/16
MBTA Advisory Board meeting notice for 10/29, rec'd 10/9

Stow Selectmen's Office

From: Stow Selectmen's Office [selectmen@stow-ma.gov]
Sent: Monday, September 21, 2009 1:12 PM
To: Marie Guiles
Cc: Tim Lima
Subject: RE: Stow Clean Up Day

Hi Marie,

Can you tell me a bit more about the ride, please? Will people be gathering on the Lower Common and then riding by bike out of town? Does the Stow Energy Group have its own insurance? If so, I'll need a Certificate of Insurance naming the Town as co-insured.

I'm cc'ing our Public Safety Officer, Sgt. Lima, because we always ask for his recommendations about events.

Yes, the Board of Selectmen must approve the use of Town-owned land and public ways. The Oct Selectmen's meetings are 10/6 and 10/20, and the 6th is filling up fast.

Many thanks.
Susan

Susan McLaughlin
Phoebe Haberkorn
Selectmen's Office
Town of Stow
978-897-9649

-----Original Message-----

From: Marie Guiles [mailto:mguiles@gmail.com]
Sent: Monday, September 21, 2009 12:52 PM
To: selectmen@stow-ma.gov
Subject: Re: Stow Clean Up Day

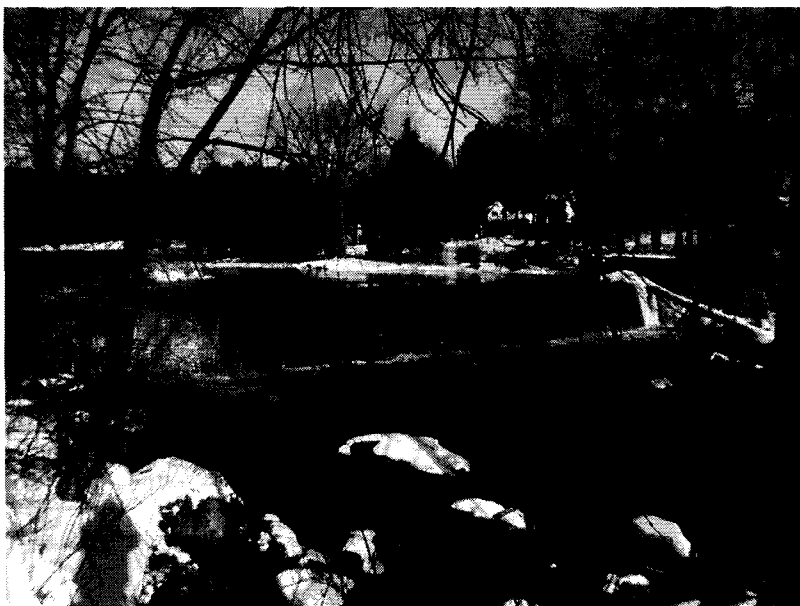
Hi!

The Stow Energy Group is organizing a bike ride/ride share from the Lower Common (Shaw's Parking lot but near the pet store) to Concord on October 24, 2009. A rally is being held in Concord to participate in the International Day of Climate Action. We would like permission to use the parking lot and hold the bike ride/ride share. We are not sure at this time how big this will be but we think that it will be about 50 people. Please put me on the selectmen's agenda (if this is necessary) and let me know if there is any thing else I need to do.

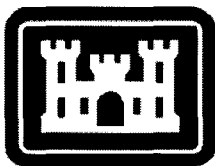
Thank you!
Marie Guiles
Stow Energy Group

**Assabet River, Massachusetts
Sediment and Dam Removal Feasibility Study**

DRAFT



September 2009



**US Army Corps
of Engineers
New England District**

Executive Summary

The purpose of this study is to provide planning assistance to the Massachusetts Department of Environmental Protection (DEP). DEP in conjunction with EPA and watershed stakeholders are investigating and implementing measures to improve water quality and the aquatic ecosystem of the Assabet River in order to meet its Class B water quality standard (“fishable and swimmable”). The study’s role in this effort is to provide scientific and engineering information that will inform the decision making process.

For most of its length, the Assabet River suffers from the effects of severe eutrophication due to nutrient loadings (particularly phosphorus) from wastewater treatment facilities (WWTFs), nonpoint sources, and sediments. Nuisance aquatic vegetation impairs designated uses including recreation, aesthetics, and fish and wildlife habitat. Due to excessive vegetation dissolved oxygen concentrations can vary a great deal over the course of a day particularly during the summer months, threatening the survival of fish and other aquatic organisms in the river. It is also aesthetically objectionable to many who live near the river and/or use the river for fishing and boating and other forms of recreation. Effects are most evident behind the numerous impoundments along the river where nutrients settle out.

The DEP in 2004 prepared a “Total Maximum Daily Load for Phosphorus” (TMDL) for the river to address the eutrophication problem. The TMDL required implementation of measures to decrease phosphorus loading to the river and adopted an adaptive management approach in accordance with EPA approved procedures. The TMDL for the river can be viewed at <http://www.state.ma.us/dep/brp/wm/tmdls.htm>.

Phase 1 of the TMDL required that the four aging WWTFs discharging to the Assabet River decrease the total phosphorus in their effluent to 0.1 mg/l (April to October) and 1.0 mg/l (November to March). The 0.1 mg/l requirement resulted in the need to add new phosphorus removal technology at the same time as doing significant facility upgrades. These upgrade are currently being implemented and paid for by the communities that own or use the WWTFs.

Phase 2 of the TMDL required additional projects be implemented to continue to decrease total phosphorus loading to the river. The phosphorus TMDL indicated that to achieve water quality standards a 90 percent reduction in sediment phosphorus flux was needed in addition to decreasing the WWTFs effluent to 0.1 mg/l. Measures suggested to achieve the 90 percent sediment phosphorus flux reduction included dam removal and dredging. If these measures were

determined to be inadequate in achieving the desired reduction in phosphorus loading to the river then further decreases in discharges of phosphorus from the WWTFs would be required.

Given the inherent difficulty in predicting the impact of sediment flux under the water quality conditions present at the time the TMDL was developed, it is reasonable from a scientific standpoint to monitor the effectiveness of the present wastewater treatment facility (WWTFs) upgrades before selecting the appropriate option(s) for making the necessary sediment flux reductions and verifying the model predictions. EPA and DEP have developed a detailed monitoring plan for the river to assess conditions following the implementation of phosphorus discharge reductions.

The Corps “Planning Assistance to States” study provides information on dam removal and dredging to decrease sediment phosphorus flux and improve the aquatic habitat of the river. The Corps contracted with CDM to perform river analysis and modeling for the dam removal and dredging assessments.

Dredging analysis results prepared by CDM showed dredging alone would at best achieve only short-term (~ two to four years) reductions in sediment-phosphorus release. This was because the continuing phosphorus discharge from the WWTFs and non-point sources replenish the phosphorus cycling from the sediment. Future monitoring of the effectiveness of the WWTFs upgrades and the rivers response to this decreased loading is needed to assess and verify modeling predictions. Based on the modeling done for this study dredging alone is not considered a viable control measure.

An additional finding of the CDM analysis was that phosphorus discharge in the winter is an important part of the annual phosphorus budget in the Assabet River. This finding appears to indicate that lower winter limits on WWTFs discharge of phosphorus may contribute significantly to reducing sediment phosphorus flux and might be another control measure for DEP and stakeholders to consider to control phosphorus loading to the river. This winter load was previously recognized by DEP in the TMDL and monitoring was required. MassDEP will continue to use an adaptive management approach to evaluate results as measures to decrease phosphorus loading to the river are implemented.

There are six dams on the river that were considered for removal and these are:

- Aluminum City Dam, Northborough
- Allen Street Dam, Northborough
- Hudson Dam, Hudson
- Gleasondale Dam, Stow

- Ben Smith Dam, Maynard.
- Powdermill Dam, Acton

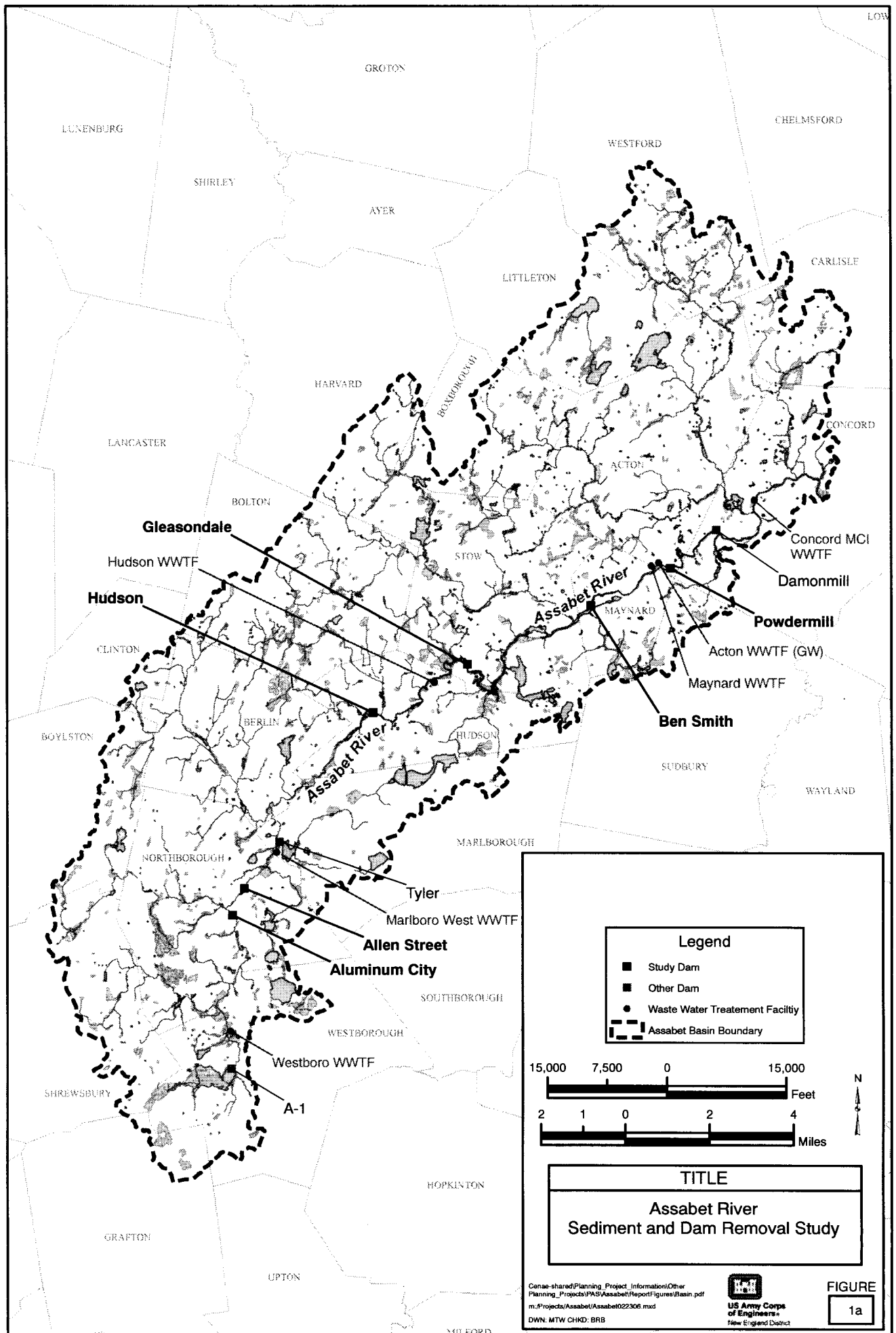
Dam removal analysis showed that dam removal plus the Phase 1 WWTFs improvements would almost meet the 90 percent goal, achieving an estimated 80 percent reduction of sediment phosphorus load. Dam removal will have benefits in the form of improved water quality and restored aquatic ecosystem. Removal of Ben Smith Dam would have the most benefit because it is the longest impounded river reach.

It was determined that dam removal project construction costs may range from \$1 million (Aluminum City Dam) to about \$13 million (Ben Smith Dam), with a significant portion of the dam removal cost associated with sediment management (dredging and disposal) to prevent excessive movement of sediment downstream.

Removing the dams will change the existing water levels in the river. Many of the wetlands along the Assabet River exist because of the water backed up by the dams. The largest changes in wetlands communities will occur for the Ben Smith, Gleasondale, and Hudson dam removal projects.

All of the dams have identified cultural resource value. Ben Smith, Gleasondale, Hudson, and Allen Street Dams are contributing elements to historic districts eligible for the National Register of Historic Places and removal would be an adverse impact and require further studies and documentation of the resources.

Dam removal is expected to benefit fluvial dependent and fluvial specialist target fish communities for the Assabet River. The U.S. Fish and Wildlife Service is working to restore the migratory corridor to the Sudbury, Assabet, and Concord Rivers to provide access for anadromous species such as alewife to historic breeding and nursery habitats. Dam removal on the Assabet would be consistent with these restoration plans.



On September 29th, Steve Dungan asked me to help with the final grant compliance process for a set of bike racks that can be installed on Town property.

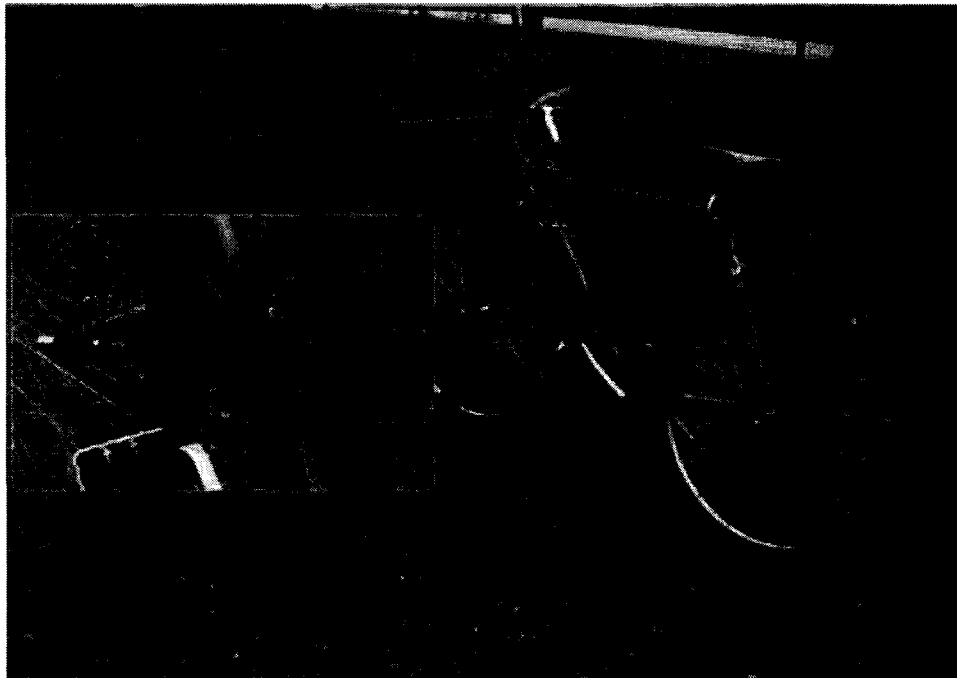
The Metropolitan Area Planning Council (MAPC) has a Regional Bike Parking Program that will provide a grant to Stow for up to \$3000 for the purchase of bike parking racks. This grant is made possible by the Boston Region MPO, the Executive Office of Transportation, and the Federal Highway Administration.

This grant was applied for and awarded through the efforts of Susan McLaughlin. Terms require the purchase of the racks to be completed by October 31 and the installation within 6 months. A request for the reimbursement can be sent in as soon as the racks are ordered.

Through Susan's and Bill Wrigley's efforts and the assistance of Laura Greenough of the Recreation Commission we have agreed that the purchase of these bike racks will be charged to the Rec. Com account # 2707-60-630-60-67800-0000, with the understanding that this account will be reimbursed when the grant money is received.

After reviewing the numerous racks offered by the three vendors certified by MAPC specifically for this program, I selected the Parkwell line of racks from Creative Metalworks LLC in Dayton, Oregon.

These racks are 'made in the USA' and use almost all American made components. The metal tubing is 1 3/8" OD and the square tubing 2" square. All metal is powder coated and the bases are predrilled for 3/8" bolts. Each rack includes wheel saddles and the decorative bike metal work.



Creative Metals Parkwell PW-3

The black pipe design will 'fit' nicely with the black pipe railing in front of the Town Building, Town Hall, and Library.

I believe this rack style will provide a safe means to secure 3 bicycles without damage to the bike. (4 bikes at the rack at Bradley Field)

Susan's survey of multiple town board members resulted in a short list of suggested locations for these bike racks. After consultation with several people in the town building and library, this list was finalized and the exact location for the racks determined.

We propose a rack for the:

- Town Building, located in left front near the driveway to the lower level. See attached sketch A.
- Town Hall, located around the left side next to Crescent Street. See attached sketch B. Note – there are a couple unknown utility conduits exiting the building towards the street in the same area as the proposed bike rack location. If it is not practical to remove or re-route these conduits, the 'alternative' location on the east side of the tree can be used
- Library, located on the right front next to the side parking lot. This location will be visible from the main entrance and thus more apt to be used. It will avoid the landscaping in the front of the building. For now, the Library would like to keep the existing old style bike wheel rack that is located around the left side – back corner of the building. See attached sketch C.

All three of the above locations will not interfere with snow plowing operations.

- Bradley Field, located just off the mowed field to the left of the entrance, between 10-15 yards north of the metal post, in front of the large tree. This location will be accessible, yet out of the way of sports play and as well as the lawn mowers. Due the lack of space limitations by the field and the likely hood of more bike riders, the larger 4 place rack will be used in this location. See attached sketch D

A bike rack already exists at Hale School and thus it is not necessary to install a new rack. Since the Hale bike rack is seldom used, and Center School may soon be going through major construction, we decided not to install a rack at that location at this time

Pine Bluffs already has a bike rack, and bike racks are planned for the new Stow Community Recreation Fields on the Snow property.

Each bike rack will be bolted to a new 4' x 7' concrete slab. (6' x 7' at Bradley Field.) Mike Clayton has agreed that the Highway Department will handle the site preparation, concrete work, and bike rack installation. He estimates the cost of less than \$300 per bike rack.

Merrill Denny, founder of Creative Metalworks, has quoted \$518.00 per 3 place rack, \$728 for the 4 place rack, and estimated shipping for 4 racks to be \$939.00. The racks should ship within 4-5 weeks of receipt of order. Transportation time is estimated at 2 weeks.

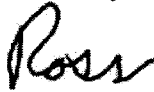
As a condition of the MAPC grant, installation must be complete within 6 months. Before and after pictures are required. The Highway Dept. will try to install the bikes before winter. This assumes the racks arrive before the weather is too cold for the concrete work.

The grant covers only the purchase price of the racks; \$2282 (3 racks at \$518 and 1 at \$728). The Town of Stow will have to cover the shipping cost, estimated at \$939 and the installation cost of \$1200.

If the locations, rack style, and associated costs are acceptable the Board; I will place the order for the four bike racks and work with Mike to have them installed as soon as possible.

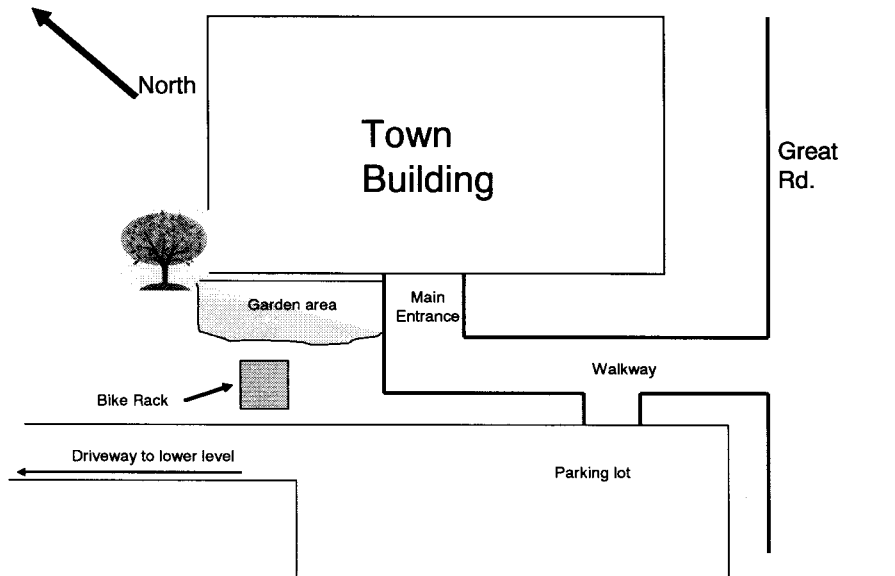
Please advise the Board's desires related to the MAPC Bike Parking racks, before October 29th.

Sincerely,

A handwritten signature in black ink, appearing to read "Ross", written in a cursive style.

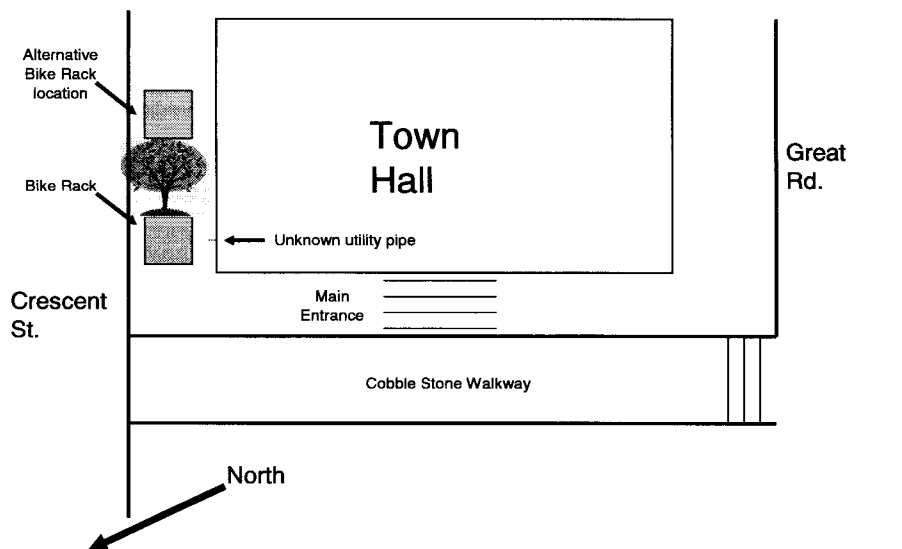
Ross Perry

Proposed Bike Rack Location



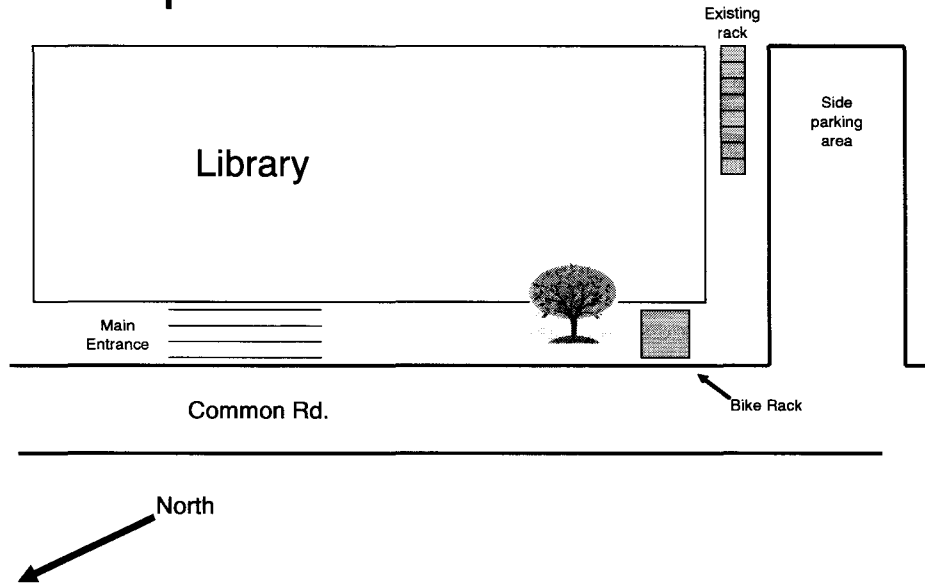
Sketch A

Proposed Bike Rack Location



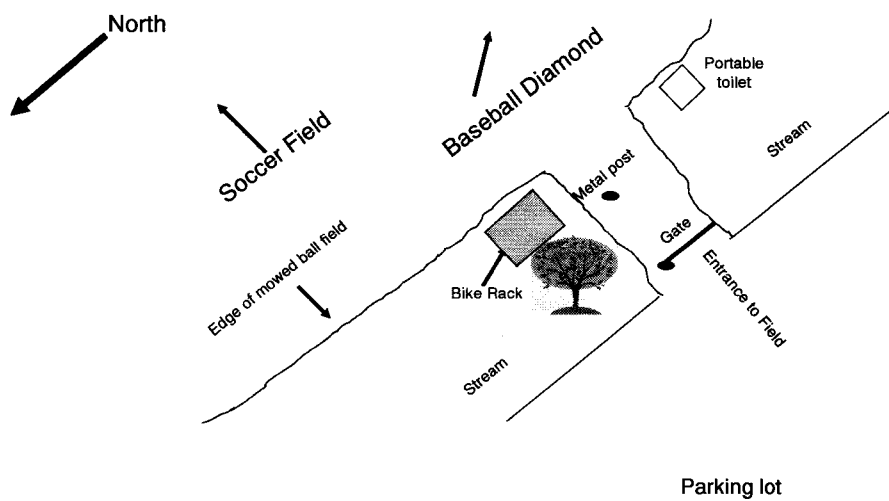
Sketch B

Proposed Bike Rack Location



Sketch C

Proposed Bike Rack Location Bradley Lane Rec. Field



Sketch D

Town of Maynard
Becky Mosca
Phone: 978-897-1351

2009 License
Survey

email:
bmosca@townofmaynard.net

License	Maynard	Arlington	Bedford	Berlin	Beverly	Concord	Hudson	Stoneham	Somerville	Stow	Sudbury	Wayland
Package Store												
All Alcol.	\$2,200	\$1,750	\$2,250	\$1,250	\$2,160	\$2,000	\$1,500	\$1,500	\$3,200	\$2,000	\$2,250	\$2,000
Beer & Wine Store	\$1,650	\$1,750	na	\$600	\$1,440	\$1,250	\$750	na	\$2,500	\$880	\$1,500	\$1,500
Club	\$635	\$1,000	\$600	na	\$1,920	\$1,750	\$700	\$350	\$1,600	na	\$500	\$1,000
Restaurant All												
Alcoholic Restaurant	\$2,200	\$3,000	\$3,500	\$1,000	\$2,400	\$4,000	\$1,400	\$2,500	\$3,200	\$2,200	\$3,500	\$2,000
Beer & Wine	\$1,650	\$3,000	\$3,000	na	\$1,440	\$1,500	\$750	\$1,000	\$2,000	\$880	\$1,500	\$1,500
Special One Day Permit	\$75	\$25	\$35	\$50	\$100	\$75	\$60	\$25	\$50	\$25	\$35	\$10
Class I & II Common	\$200	\$100	\$100	\$50	\$100	\$150	II = \$50	\$30	\$500	\$100	\$50	\$75
Victualler	\$75	\$75	\$50	\$25	\$48	\$50	\$20	\$50	\$200	\$25	\$50	\$50
The Lord's Day	\$5	na	na	\$5	na	na	na	na	na	na	na	na
Junk	\$10	\$100	na	\$25	\$100	na	\$50	\$25	\$250	na	na	na
Innholder	\$50	\$50	\$4,000	na	\$50	\$150	\$30	\$40	\$500 - \$1000	na	na	na
Entertainment Automatic	\$15	\$100	\$150	\$100	\$84	\$100	\$100	\$40	\$200	\$15	\$50	\$50
Amuse	\$15	\$120	\$20	\$20	\$100	\$200	\$100	\$20	\$60	\$20	\$20	na
Billiard/Pool Tables	\$10	na	na	na	\$100	na	\$60	\$100	\$60	na	\$25	na

RECEIVED

SEP 18 2009

Town of Stow
BOARD OF SELECTMEN

Return fax # 978-897-8457

Board of Selecton

B.Mosca

9/17/2009

Susan McLaughlin

From: fpcforum@yahoogroups.com on behalf of FPC Office Admin [OFFICE@fpc-stow-acton.org]
Sent: Wednesday, October 14, 2009 11:12 AM
To: fpcforum@yahoogroups.com
Subject: [fpcforum] FW: 350.org Bike Ride Announcement

-----Original Message-----

From: Marie Guiles [mailto:mquiles@gmail.com]
Sent: Wednesday, October 14, 2009 10:31 AM
To: office@fpc-stow-acton.org
Subject: 350.org Bike Ride Announcement

I'd like to announce the 350.org bike ride that the Stow Energy Committee is organizing.

Every week on the news we hear more and more about the mounting effects of global climate change. If you are as concerned as I am about climate change, I encourage you participate in the regional Energy Revolution Rally which will be held from 2 to 3:30 pm on Saturday, Oct. 24 at Concord's Old North Bridge (174 Liberty Street for GPS users). The Concord rally will be one of more than 1000 similar events taking place around the world that day. The Stow Energy Group is organizing a bike ride/bus ride/ride share to this event with a send off at 11:45 at Stow's Lower Common. Similar events are planned in Maynard and Acton. FPC will also be ringing the church bell 350 times. This is the best opportunity for people everywhere to say "enough!" to the continuing deterioration of our planet's climate. In early December Copenhagen will host a U.N conference to create a strong new international climate treaty, so now is the time to make our voices heard!

Thanks!

Marie Guiles and the Stow Energy Committee

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to your groups.

Yahoo! Groups

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in 3 easy steps.
Connect with others

10/14/2009